

MEETING NOTICE:
PLAN COMMISSION

AGENDA

Thursday, September 27th, 2018 at 5:30pm in the Village Board Room located @ 30 S. First Street to consider:

Call to Order

Roll Call

Public Participation

Communications

Approve Minutes from August 26th, 2018

Staff Reports

- Masonic Lodge/Elevated Faith
- ECWRPC Technical Assistance Grants

Old Business

- *Comprehensive Plan Update (ECWRPC)*

New Business

- *Consider Certified Survey Map for McDonald Marital Trust (510 and 526 South 1st Avenue)*
- *Consider Certified Survey Map for Michael Messerschmidt (421 N. 9th Street)*

Motion to adjourn to next meeting.

Jacquín Stelzner
Clerk-Treasurer

*Note: Pursuant to WI State Statute 985.02(1)(b) notice is hereby given that Village Board Members may also be present at this meeting for informational purposes only.

PLAN COMMISSION**August 23, 2018****5:30 p.m.**

Plan Commission Members: Rogers, Ruetten, Kreuzer, Larson, Utschig, Broderick, and Kubasta.

Meeting called to order by Chairperson Rogers at 5:30 p.m.

Members present: Kubasta, Utschig, Ruetten, and Rogers.

Members absent: Larson, Broderick, and Kreuzer.

Also present: John Esch, Jack Wirch, Nate Ihrig, and Kevin LaMarche.

Larson present at 5:31 p.m.

Public Participation**Winneconne Lodge #186 F. & A.M. (B-1 General Commercial Zoning Change)**

- Reviewed by Village Administrator Mitch Foster
- Received phone call to change water bill at Masonic Lodge to Elevated Faith
 - o To be used essentially for distribution and warehousing – storage
- Mr. Wirch – tenant intends to use building the same as the other building
- Retail sales is an allowed use . . . purposes are included in the ordinance
 - o Pedestrian traffic
- Wanted direction from the Plan Commission to help interpret?
- Remove tenant or request a zoning change . . . amendment to ordinance to allow either by conditional use or permitted use.
- Utschig – ask for a conditional use.
- Problem is describing what is – ecommerce. Define e-commerce.
 - o What zoning would ecommerce fit in?
- Conditional use - a percentage of building used as storage.
- No mention of being retail – pedestrian traffic.
- Can he stay in there – until he figures it out.
- Consensus to get more information before making a decision . . . may need a conditional use. Wait one month for them to get more information.
- Turn e-commerce into a conditional use. Define ecommerce. Which districts.
- Will keep in touch.

Communications

- None

Approve minutes from July 26 2018

MOTION by Utschig, seconded by Ruetten, to approve the July 26 2018 Plan Commission minutes as presented. Carried by voice vote.

Staff Reports

- Still working on comprehensive plan.
- Parking ordinance was approved by the Village Board – will take effect after publication.
- Still working on pool and accessory structures ordinance updates.

Old Business

Comprehensive Plan Update – East Central Wisconsin Regional Plan Commission

- No update at this time.

New Business

Consider Certified Survey Map for Kevin LaMarche of 919 Elm Street

- Reviewed by Village Administrator
- Making one lot out of two.
- The second lot is unbuildable.
- Bought ten feet from neighbor – want to put in driveway and put detached garage in back.

MOTION by Utschig, seconded by Kubasta, to recommend the Village Board approve the Certified Survey Map of Kevin LaMarche of 919 Elm Street. Roll Call: Kubasta, Utschig, Larson, Ruetten, and Rogers; aye.

Motion to adjourn to next meeting date.

5:30 September 27th

MOTION by Utschig, seconded by Kubasta, to adjourn. Carried by voice vote.

Respectfully submitted,

Jacquín Stelzner
Clerk-Treasurer
Village of Winneconne

Mitch Foster

From: Josh Gander <josh@elevatedfaith.com>
Sent: Wednesday, September 05, 2018 1:34 PM
To: Mitch Foster
Subject: Re: 1 North First Street Winneconne - New Use "Elevated Faith"
Attachments: ~WRD000.jpg

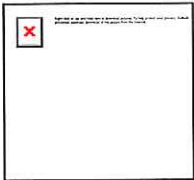
Mitch,

I do plan on some in-store retail in the future.
I plan on hiring more employees in the future as well.
I don't yet have a drawing of the layout of the facility as I'm still working on the set up.
Windows open are a yes as well as a sign.

Hope this helps. Let me know if you need anything else.

--

Josh Gander
Founder of Elevated Faith
ElevatedFaith.com
920.716.1855



On Fri, Aug 31, 2018 at 9:18 AM Mitch Foster <administrator@winneconnewi.gov> wrote:

Josh –

See questions below:

- What is the long-term plan for the business? All online retail or some in-store?
- Do you plan to hire additional people in the next year, five years, etc?
- Do you have a drawing of the layout for the facility?
- Do you plan on having the windows open to be able to view inside?
- Do you plan on having a business sign on the property?

This should help me out.

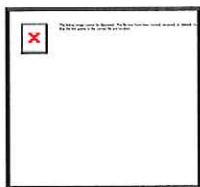
Thank You

Josh Gander

Founder of Elevated Faith

ElevatedFaith.com

920.716.1855



On Thu, Aug 23, 2018 at 9:28 AM Mitch Foster <administrator@winneconnewi.gov> wrote:

Josh –

Unfortunately, our Zoning Ordinance does not distinguish between warehousing/distribution and e-commerce with warehousing as the goal for the downtown would be for having people traffic in the area and this doesn't help with that. The Plan Commission will discuss it tonight as to whether they would consider the zoning change and if they do not wish to consider it, you would be unable to rent out the space from our perspective.

Thank You

Mitch

Mitchell W. Foster

Village Administrator

Village of Winneconne

administrator@winneconnewi.gov

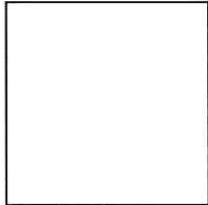
Office: (920) 706-0301

Cell: (231) 690-7609

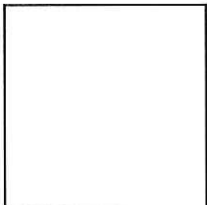
Josh Gander

Founder of Elevated Faith

ElevatedFaith.com



[Appreciate this response](#) · [View thread history](#)



Agenda
 Project Meeting #3
 Comprehensive Plan Update
 5:30 PM, September 27, 2018
 Winneconne Village Hall
 30 S 1st Street
 Winneconne, WI 54986

#	Topic	Discussion and Follow up
1	Introductions & agenda review	
2	Public comment	
3	Online visioning portal update	
4	Introduction element review	
5	Transportation element review	
6	Intergovernmental Cooperation element review	
7	Next steps and evaluation	

CHAPTER 1: INTRODUCTION**INTRODUCTION**

Located near the Fox Cities in northeast Wisconsin, Winneconne is located in the central portion of Winnebago County. With a population of over 2,400 people, the Village offers residents the friendliness and strong community spirit of a small town. The Village encompasses about 1,214 acres and includes a mix of residential, commercial, industrial and recreational land uses.

PLANNING HISTORY

Winneconne enjoys a long history of land use and comprehensive planning. This plan updates an earlier comprehensive plan that was originally adopted by the Village in 2007. To comply with the "Smart Growth" legislation (Wisconsin Statutes 66.1001), a comprehensive plan "shall be updated no less than once every 10 years". This update maintains compliance for this legislation.

PLAN PURPOSE

The purpose of the Village's comprehensive plan is to assist local officials in making land use decisions that are harmonious with the overall vision of the community's future. Developing a comprehensive plan is a proactive attempt to delineate the ground rules and guidelines for future development. Comprehensive planning decisions evaluate existing facilities and future needs; promote public health, safety, community aesthetics, orderly development and preferred land use patterns; and foster economic prosperity and general welfare in the process of

development. The plan evaluates what development will best benefit the community's interests, while at the same time provide flexibility for land owners and protect property rights.

ENABLING LEGISLATION

This plan was developed under the authority granted by Wisconsin Statutes 66.1001. If the local governmental unit enacts or amends any of the following ordinances, the ordinance should be consistent with local government's comprehensive plan:

- Official mapping ordinances enacted or amended under s. 62.23 (6).
- Local subdivision ordinances enacted or amended under s. 236.45 or 236.46.
- Village or village zoning ordinances enacted or amended under s. 62.23 (7).
- Shorelands or wetlands in shorelands zoning ordinances enacted or amended under s. 59.692, 61.351, 61.353, 62.231, or 62.233.

COMPREHENSIVE PLAN FORMAT

This comprehensive plan is composed of the nine elements required by the Wisconsin Statutes 66.1001:

1. Issues and Opportunities
2. Economic Development
3. Housing
4. Transportation
5. Utilities and Community Facilities
6. Agricultural, Natural and Cultural Resources
7. Land Use
8. Intergovernmental Cooperation
9. Implementation

In addition, the state requires that Wisconsin's 14 goals for local planning be considered as communities develop their goals, objectives and recommendations. These goals are:

1. Promotion of the redevelopment of lands with existing infrastructure and public services and the maintenance and rehabilitation of existing residential, commercial, and industrial structures.
2. Encouragement of neighborhood designs that support a range of transportation choices.
3. Protection of natural features, including wetlands, wildlife habitats, lakes, woodlands, open spaces, and groundwater resources.
4. Protection of economically productive farmlands and forests.
5. Encouragement of land uses, densities, and regulations that promote efficient development patterns and relatively low municipal and state governmental utility costs.
6. Preservation of cultural, historic, and archeological sites.

7. Encouragement of coordination and cooperation among nearby units of government.
8. Building of community identity by revitalizing main streets and enforcing design standards.
9. Providing an adequate supply of affordable housing for individuals of all income levels throughout each community.
10. Providing adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential, commercial, and industrial uses.
11. Promoting the expansion or stabilization of the current economic base and the creation of a range of employment opportunities at the state, regional, and local levels.
12. Balancing individual property rights with community interest and goals.
13. Planning and development of land uses that create or preserve varied and unique urban and rural communities.
14. Providing an integrated, efficient, and economical transportation system that affords mobility, convenience, and safety that meets the needs of all citizens, including transit dependent and disabled citizens.

INTERRELATIONSHIPS BETWEEN PLAN ELEMENTS

Although all required elements are presented as separate chapters, it is important to recognize that they are interrelated. For instance, transportation infrastructure allows for the movement of goods, services, and employees; likewise, land use and zoning affects the types of housing that can be built within the Village, thus affecting the affordability of housing.

PLANNING PROCESS

The Village's comprehensive plan was completed in six phases, all of which provided opportunities for public involvement, as specified in the public participation plan (Appendix A). The phases include: Organization, Plan Kickoff, Inventory/Analysis and Issue Identification, Plan/Goal Alternative Development, Plan Implementation, and Plan Adoption. The Village's Comprehensive Plan Update Committee worked with East Central staff on the development of the plan.

Public Participation

Public participation is a major component of the comprehensive planning process. In accordance with s. 66.1001 (4), which defines "Procedures for Adopting Comprehensive Plans", the Village actively sought public participation from its citizens. The first step in the planning process was the development and adoption of a public participation plan for comprehensive planning. Public input was encouraged through meetings and activities. Approximately #### (##) public meetings were held with the Comprehensive Plan Update Committee. A public hearing was held to present the final draft version of the plan to the general public and neighboring municipalities and to solicit further input. The draft plans were available for review

at the Winneconne Public Library, Village Hall, and the comprehensive plan update website. A website specific to the planning effort was developed for the planning effort.

Intergovernmental Meeting

The Village hosted an intergovernmental meeting #####, 2019. Invitations, which included a link to the plan documents and future land use map, were sent to neighboring jurisdictions, county departments, local governmental units, state agencies and those with non-metallic mineral interests near the Village. The meeting was designed as an open forum for the Village to solicit input into the development of the comprehensive plan update.

Written Comments

Written comments were solicited throughout the planning process. A website and was developed and maintained by the Village and the East Central Wisconsin Regional Planning Commission.

Public Hearing

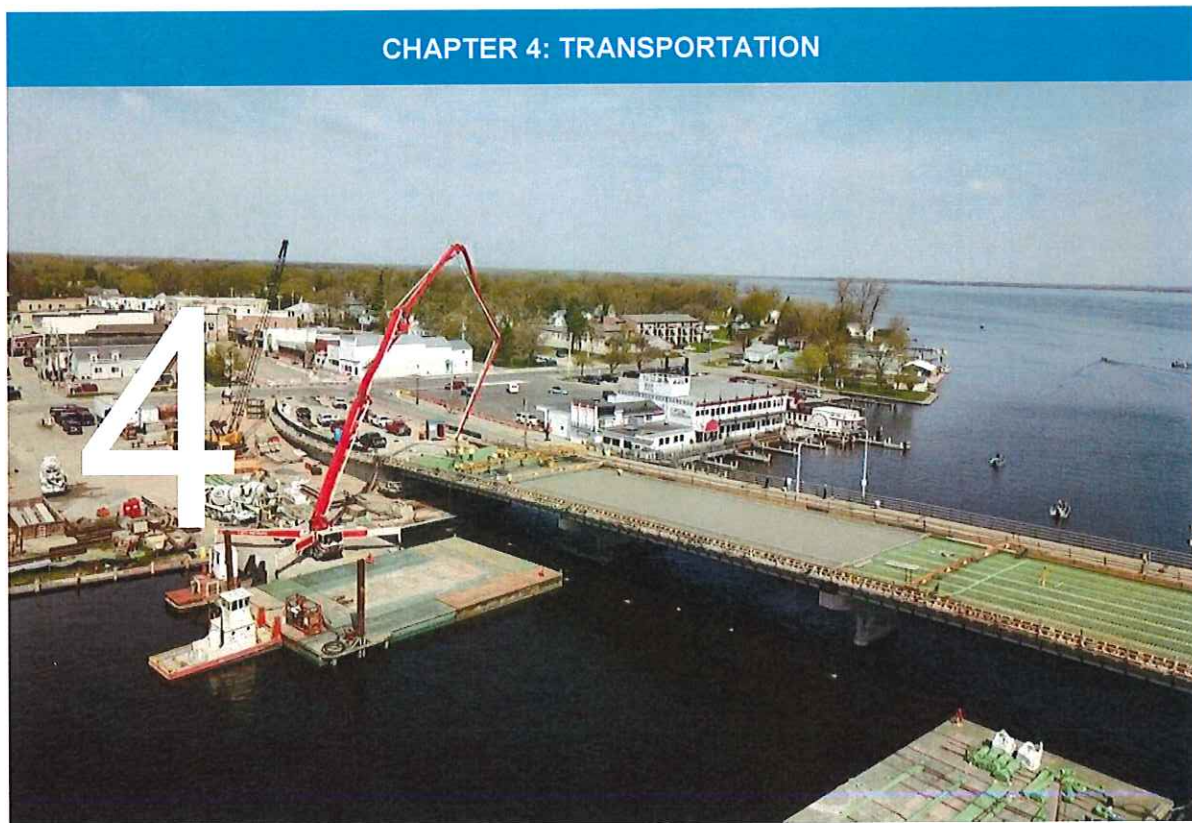
A formal public hearing on the proposed comprehensive plan update was held by the Village's Plan Commission prior to recommendation to the Village Council for approval of the plan. The hearing was held on ##### to solicit input on the comprehensive plan.

A Class I public notice was published in the Winneconne News on ####/###/###. Copies of the draft Village's Comprehensive Plan Update was available for review at the Winneconne Public Library, Village Hall, and on the Village's comprehensive plan update website. Notices were sent to non-metallic mining operators and the Winneconne Public Library.

GOALS

The following goals were developed throughout the planning process. Goals are supported by objectives, strategies and policies which are included throughout the elements. An implementation strategy is also included in the document to guide the city in utilizing the plan.

INSERT GOALS WHEN COMPLETE



CHAPTER 4: TRANSPORTATION

INTRODUCTION

A safe, efficient, and well-designed transportation system can provide convenient transportation and economic benefits for the residents of the Village and the surrounding area. The Village's transportation system is much more than simply looking at the road system. An assessment of the pedestrian, bicycle, transit, rail and air transportation systems all play an important part in providing transportation for goods and people.

Wisconsin's Smart Growth Legislation requires that the transportation element consist of objectives, policies, goals, maps and programs that guide the development of various transportation modes. These modes include highways, transit, and transportation for those with various disabilities, bicycles, pedestrians, railroads, air transportation, trucking and water. This chapter serves to assess the current status of these transportation modes, determine what the Village desires them to become in the future, and devise ways to implement them.

TRANSPORTATION VISION

In 2040, Winneconne provides a well-connected system of local streets and walkways that provide for the safe and efficient movement of people and goods. Residents take advantage of organized transit choices and infrastructure that connect Winneconne with the Fox Valley. Walking, boating and biking are the primary choices for transportation within the Village. Trails and sidewalks are an integral part of the transportation network, providing connections between neighbors, neighboring communities, schools, parks, and the greater region. Beyond trails, Village residents enjoy quiet walks on Village streets and cycling on designated routes in and around the Village. Transportation routes provide easy access to the Village's business centers and industrial park.

KEY SUMMARY POINTS

The following list summarizes key issues and opportunities identified in the element. The reader is encouraged to review the "Inventory and Analysis" portion of the element for more detail.

Streets and Highways

- a) The village is classified as a rural area and roads are classified under the Rural Area Functional Classification.
- b) WIS 116 is classified as a minor arterial. This is the only functionally classified road in the Village.
- c) There are approximately 36 miles of PASER rated roads in the Village.
- d) There are no rustic roads designated in the Village.

Public Transportation

- a) Fixed route transit service is not available in the village.

Non-motorized Transportation

- a) Walking and bicycling have emerged and continue to be an important means of exercise as well as modes of transportation in a well-rounded transportation system.
- b) The village includes segments of Complete Streets (Map 4-4) but does not have an adopted Complete Streets policy or design standards.

Trucking and Freight

- a) There are no designated truck routes exist within the Village.
- b) ADA and Senior transportation options are available throughout Winnebago County

Air Transportation

- a) Appleton International Airport provides both commercial and cargo air services for the region.
- b) Wittman Regional Airport provides private and cargo air services for the region. It is also home to the Experimental Aircraft Association and its annual EAA AirVenture Winneconne.

Railroads

- a) There are no active railroad lines running through the Village.
- b) No direct rail passenger service is offered near the Village.

Water Transportation

- a) There are no commercial ports in the Village.

INVENTORY AND ANALYSIS

The inventory and analysis section provides the Village with a general assessment of existing transportation facilities. By determining what part of the system is deficient, over capacity, underutilized, or meeting the current and future needs, the Village is better prepared to develop meaningful goals, strategies and recommendations that address current problems and reinforces existing strengths.

STREETS AND HIGHWAYS¹

The hierarchy of the road network calls for each roadway to be classified according to its primary function, ranging from its ability to move vehicles (i.e. freeway) to its ability to provide direct access to individual properties (i.e. local roads). Within Wisconsin, urbanized and rural areas provide a framework for the placement of routes. Urban areas are defined as any place or cluster of places within a designated urbanized boundary that has a population between 5,000 and 49,999; while urbanized areas are defined as a cluster of places within a designated urbanized boundary, with a population of more than 50,000 people. Streets and highways within urban and urbanized areas are classified under the urban functional classification. Rural areas are places in the state located outside of urban and urbanized areas. Within the Village, roads are classified under the urban functional classification system. **Map 4-1** illustrates the transportation infrastructure and functional classification for the Village².

The Wisconsin Department of Transportation (WisDOT) conducts traffic counts at key locations on a regular rotating basis. The traffic counts provide an indication of the roadway's appropriate classification. Displayed as Annual Average Daily Traffic (AADT), these counts are statistically adjusted to reflect daily and seasonal fluctuations that occur on each roadway. The most recent counts in the Village were completed in 2013 and 2016 are also provided to view traffic trends (**Map 4-1**).

Functional Classification of Highways

The village is classified as a rural area and roads are classified under the Rural Area Functional Classification. This classification process organizes routes according to the character of service provided, ranging from travel mobility to land access. Rural roads are classified into the following rural functional classifications (**Map 3-1**):

Rural Area Functional Classifications

Principal Arterials serve interstate and interregional trips. These routes generally serve all urban areas greater than 5,000 in population. The rural principal arterials are further subdivided

¹ Functional Classification Criteria, Planning Section, Bureau of Planning & Economic Development, Division of Transportation Investment Management, Wisconsin Department of Transportation, April 2013.

² Functional classified roads approved by the by the Federal Highway Administration on 09/01/2011. Most recent changes to the functional classified roads are in the process of being updated in 2016.

into (1) Interstate highways and (2) Other principal arterials. There are no roads of this classification in the village.

Minor Arterials, in conjunction with principal arterials, serve cities, large communities, and other major traffic generators providing intra-regional and inter-area traffic movements. They supplement the principal arterials in linking community to the principal arterials so that all developed areas of the state are within reasonable distances to arterial highways. WIS 116 is classified as a minor arterial.

Minor Collectors collect traffic from local roads, and provide links to all remaining smaller communities, locally important traffic generators, and higher function roads. All developed areas should be within a reasonable distance of a collector road. There are no roads of this classification in the village.

Pavement Surface Evaluation and Rating (PASER)

Every two years, all jurisdictions in the state of Wisconsin are required to rate the condition of their local roads and submit the information to WisDOT. This information is partially tied to the amount of General Transportation Aids (GTA) funding that the Village receives on a yearly basis.

The surface condition rating of each roadway is updated in the State's computer database known as the Wisconsin Information System for Local Roads (WISLR). This database is based off of the PASER (Pavement Surface Evaluation and Rating) road rating method. The PASER system was developed and improved in recent years by the Transportation Information Center (TIC) at the University of Wisconsin - Madison in cooperation with WisDOT. Generally, PASER uses visual assessments to rate paved roadway surfaces on a scale of 1 to 10, with 1 being a road that needs to be reconstructed and 10 being a brand new roadway.³ This inventory provides the basis for developing a planned maintenance and reconstruction program and helps municipalities track necessary improvements. Prompt maintenance can significantly reduce long term costs for road repair and improvement. **Table 4-1** provides a breakdown of the PASER ratings, conditions and maintenance needs.

Table 4-1: PASER Ratings and Maintenance Needs

Rating	Condition	Needs
9 & 10	Excellent	None
8	Very Good	Little Maintenance
7	Good	Routine Maintenance, Crack Filling
6	Good	Sealcoat
5	Fair	Sealcoat or Nonstructural Overlay
4	Fair	Structural Improvement – recycling or overlay
3	Poor	Structural improvement – patching & overlay or recycling
2	Very Poor	Reconstruction with extensive base repair
1	Failed	Total reconstruction

Source: Transportation Information Center, UW-Madison

³ Transportation Information Center. 2002. *PASER Manuals Asphalt*

Table 4-2 provides a summary of the total miles of local roads in the Village by PASER rating. A map showing the PASER ratings by street is in **Map 4-3**. **There are approximately 36 miles of PASER rated roads in the Village.**⁴ According to PASER:

Table 4-2: Total Miles of Local Roads within Village by PASER Rating, 2017

Rating	Mileage	Percent
1	3.90	10.72%
2	2.14	5.89%
3	5.79	15.91%
4	3.51	9.65%
5	3.91	10.75%
6	3.36	9.23%
7	4.69	12.89%
8	2.87	7.89%
9	4.46	12.27%
10	1.75	4.80%
Total:	36.38	100.00%

Source: WISLR 2017, Village of Winneconne

Rustic Roads

The Rustic Roads System was created by the State Legislature in 1973 to help citizens and local units of government preserve scenic lightly traveled country roads for the leisurely enjoyment of bicyclists, hikers, and motorists. They offer excellent opportunities to travel through an attractive rustic area. The scenic qualities of these roads are protected by agreement with bordering property owners and by implementing roadside maintenance practices that allow wildflowers and other native flora to extend to the edge of the pavement. **There are no rustic roads designated in the Village.**

PUBLIC TRANSPORTATION

Fixed Route Transit Service

Fixed route transit service is not available in the village.

ADA and Senior Transportation

ADA and Senior Transportation options provided throughout rural Winnebago County:

Winnebago County:

In partnership with Winnebago County, GO Transit offers two programs to help fill basic transportation needs of rural residents in the county.

Below are descriptions of each program:

⁴ PASER road mileage is calculated and rated by road lane miles (i.e. north and south or east and west)

Rural Over 60 Program

The Rural Over 60 Program provides sedan service to seniors (age 60 and over) in rural Winnebago County. This service can be used for any trips within the county. Each participant is limited to 10 one-way rides per month. If you are interested, see application information below. Successful applicants will receive a blue card.

Rural Under 60 Program

The Rural Under 60 Program provides sedan and lift-equipped van service to rural residents with a qualifying disability in Winnebago County. This service can be used for any trips within the county. Each participant is limited to 10 one-way rides per month. If you are interested, see application information below. Successful applicants will receive a red card.

Make the Ride Happen

Making The Ride Happen (MRH) manages a call center for Older Adults and Adults with disabilities to call and get comprehensive transportation information in the tri county area (Outagamie, Calumet & Winnebago). MRH also manages a volunteer driver program that services older adults. The volunteers use their own vehicle to pick up a client and take them to medical appointments and shopping and errands.

Travel Training Program

MRH in coordination with GO Transit provides assistance to any rider that would like to learn how to use the bus.

Statewide:

Non-Emergency Medical Transportation (NEMT): The state contracts for state -wide brokerage services currently being provided by Logisticare. Riders on Medical Assistance should call this number to arrange for all non-emergency Medical Assistance transportation

NON-MOTORIZED TRANSPORTATION

Pedestrian and Bicycle Facilities

Walking and bicycling have emerged and continue to be an important means of exercise as well as modes of transportation in a well-rounded transportation system. Current safe pedestrian and bicycle friendly opportunities are limited to those areas in the Village with close access to multi-use bicycle/pedestrian trails and sidewalks. Please reference **Map 4-4** for locations of pedestrian and bicycle facilities within the village.

Planning

In mid-2014 re:THINK, a coalition of community members from Winnebago County, received a planning grant from the WI Department of Transportation (WISDOT) Transportation Alternatives Program to create a bicycle and pedestrian plan for the rural areas of Winnebago County. The project was led by Winnebago County Health, Highway, and Parks Departments with support

from East Central WI Regional Planning Commission, Toole Design Group and re:THINK members. Over 175 residents helped provide input for the plan. The plan was completed in late 2016, approved in early 2017. The geography of this plan includes the village.

Additionally, two statewide guidance documents affecting biking and pedestrian policy are the *Wisconsin Pedestrian Policy Plan 2020* and the *Wisconsin State Bicycle Transportation Plan - 2020*. The *Wisconsin Pedestrian Policy Plan 2020* outlines statewide and local measures to increase walking throughout the state as well as promote pedestrian safety and comfort. Pedestrians, by definition, are anyone who travels by foot. In addition, this definition has been extended to disabled persons who require the assistance of a mobility device. Pedestrian traffic can be difficult along highways where sidewalks are not present, safety measures are absent, or traffic volume is heavy.

As a statewide plan, the *Wisconsin State Bicycle Transportation Plan - 2020* does not assess local roads. Where traffic speeds and volumes are low, local streets can serve multiple uses. Utilizing the local street network for walking and bicycling is a viable use of this infrastructure, as long as safety precautions are taken and/or streets are designed to accommodate multiple uses. Roadways with traffic volume less than 1,000 vehicles per day are considered generally safe for bicycling. Roadways meeting this criterion that are located within a primary bicycle corridor identified by WisDOT provide potential linkages between existing bicycle trails and are considered to be part of an interconnected statewide bicycle route network.

Complete Streets

Complete Streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to, motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. "All users" includes people of all ages and abilities. ***The village includes segments of Complete Streets (Map 4-4) but does not have an adopted Complete Streets policy or design standards.***

TRUCKING AND FREIGHT

There are no designated truck routes exist within the Village. Please reference **Maps 4-2** to see a 75 Foot Trailer Length routes map within the Village as well as an inventory of truck terminals.

AIR TRANSPORTATION

Appleton International Airport provides regional air transportation. Airport uses at Appleton International Airport include: personal/recreational, business/corporate, commercial service, cargo, flight training, charter, search and rescue and military.⁵ According to the *Wisconsin State Airport System Plan 2030*, the airport is currently classified as a Commercial Service airport.⁶ Appleton International Airport is approximately 25 miles north of the Village. Other major regional airports that have scheduled passenger air service include: Austin Straubel International Airport in Green Bay (approximately 55 miles northeast), Dane County Regional Airport in Madison (approximately 95 miles southwest) and General Mitchell International Airport

⁵ <http://wisconsindot.gov/Documents/projects/multimodal/air/sasp4-ch3.pdf> (Table 3-9)

⁶ <http://wisconsindot.gov/Pages/projects/multimodal/sasp/default.aspx>

in Milwaukee (approximately 110 miles southeast). All of these airports are also classified as Commercial Service airports.

Wittman Regional Airport in Oshkosh is classified as a Large General Aviation (GA) airport and does not provide commercial air service. It is, however, a vital tourism / economic development entity for the Village and Winnebago County with the yearly Experimental Aircraft Association (EAA) weeklong fly-in event each summer.

RAILROADS

Rail Freight Service

There are no active railroad lines running through the Village.

Rail Passenger Service

Amtrak utilizes Canadian Pacific lines to provide rail passenger service. Although ***no direct rail passenger service is offered near the Village***, Wisconsin is served by passenger stations in Milwaukee, Columbus, Portage, Wisconsin Dells, and Tomah. As the route passes through the state, it connects Chicago to the Twin Cities, and heads westward to terminate in Washington State. The *Midwest Regional Rail System Report*⁷, prepared as a cooperative effort between nine Midwestern states, outlines a high speed (up to 110 mph) passenger rail system that utilizes 3,000 miles of existing rail right-of-way to connect rural, small urban and major metropolitan areas. The plan calls for a rail corridor connecting Green Bay to Milwaukee and Chicago. The regional passenger rail system remains a conceptual idea at this time.

WATER TRANSPORTATION

There are no commercial ports in the Village. The closest ports are located in Green Bay, approximately 50+ miles to the northeast and in Milwaukee, approximately 110 miles to the southeast. Both ports provide shipping services to the Great Lakes and beyond. Passenger ferries are located in Manitowoc and Milwaukee. Both services offer passage across Lake Michigan to Lower Michigan. Within the Village, there are recreational boating opportunities and boat slips along the Fox River and nearby Lake Butte des Morts and Lake Winnebago.

AUTONOMOUS VEHICLES AND RIDE SHARING

Within the planning period the village can expect to see an increased presence of autonomous vehicles and ride sharing. These services will fundamentally transform the transportation system and will have implications for the village. The American Planning Association recommends that communities should prepare for this change by considering the following:

- **Equity and Access.** Access to transportation is important for employment, education, healthcare and recreation. While ride sharing may improve access to transportation, it is

⁷ *Midwest Regional Rail System: Executive Report, 2004.* Transportation Economics & Management Systems, Inc. & HNTB.

important that the village ensures autonomous vehicles do not reinforce existing disparities in access. Additionally, employment in the transportation industry will likely be impacted by autonomous vehicles.

- **Transportation Network.** Significant changes to the ecosystem by increasing the use of fleets for share mobility providers and freight transportation.
- **Land Use and the Built Environment.** Autonomous vehicles will change how we design our public right of ways, street configurations and parking and circulation. This will impact the village's Capital Improvement Program, design standards and zoning code.

FUTURE PLANS AND STUDIES

Wisconsin Department of Transportation (WisDOT) / Transportation Improvement Program (ECWRPC)

- Consult ECWRPC for the most current information regarding road projects associated with Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and WisDOT (Wisconsin Department of Transportation) funding for the Winneconne Urbanized Area; this information/funding sources are documented in the Transportation Improvement Program (TIP) and coordinated through ECWRPC

Other WisDOT statewide plans:

- Connections 2030 Long Range Transportation Plan (multi-modal transportation plan)
- Wisconsin State Airport System Plan 2030
- Wisconsin Rail Plan 2030
- Wisconsin State Freight Plan

Regional and local planning efforts

- East Central Wisconsin Regional Planning Commission (ECWRPC):
 - **ECWRPC Regional Comprehensive Plan** for ten counties within the designated region (Winnebago County is a member of ECWRPC; adoption in 2018)
- 10 Year Village Capital Improvement Plan
- 5 Year Road Improvement Plan

POLICIES AND PROGRAMS

Policies and programs related to the Transportation Element can be found in **Appendix D**.

GOALS, OBJECTIVES AND POLICIES

The following goals, objectives and policies represent the actions needed to obtain the community's vision. Goals are high level statements. Objectives are specific activities to accomplish goals. Objectives should be clear, measurable and concise. Policies represent principles for the community.

Goals and Objectives

Type	Reference	Content
Goal	T1	Maintain and improve Village Roads in a timely and well-planned manner.
Objective	T1.1	In accordance with state law, using PASER, continue to update road ratings, as required. Seek to increase local funds for road maintenance to support PASER recommendations.
Objective	T1.2	Use a Capital Improvements Plan, PASER results, traffic counts, and accident rates to coordinate and plan for annual roadway improvements and maintenance as well as other capital projects (i.e., municipal building upgrades, equipment purchases, etc.).
Objective	T1.3	Pursue recommended improvements in accordance with Table 17 on page 5-19, the Village's 5 Year Road Improvement Plan and 10 Year Capital Improvement Program.

Type	Reference	Content
Goal	T2	Promote a multi-modal transportation system for efficient, safe, and convenient movement of people, goods, and services.
Objective	T2.1	Develop a <i>Bicycle and Pedestrian Plan</i> , with particular emphasis on connections between subdivisions and proposed regional trail routes. The Pedestrian Plan should use the Transportation Network Map and Plan as a guide for more specifically delineating the location, dimensions, and quality of walkways and trails through the Village.
Objective	T2.2	Require that all new residential subdivisions include trails and paths within the project to provide safe and convenient opportunities to walk, and connections to adjacent trail and path systems so as to ensure the creation of a network of pedestrian and bicycle trails and paths throughout the Village.
Objective	T2.3	Using the <i>Bicycle and Pedestrian Plan</i> , devise a construction and maintenance schedule to be incorporated into a Capital Improvement Plan and Official Map.
Objective	T2.4	Pursue grant funds to develop the recommended trail and bicycle routes through the Village.
Objective	T2.5	Periodically update the Pedestrian Plan as new areas are developed.
Objective	T2.6	Seek to maintain and improve Walk Score as a way to promote multi-modal transportation.

Type	Reference	Content
Goal	T3	Support the long-term viability of area roads.
Objective	T3.1	Require larger setbacks along highway right-of-ways to ensure adequate available space for future expansion.

Objective	T3.2	Continue to support the efforts of law enforcement officials to achieve heightened enforcement for required stops and speed limits along area roads.
Objective	T3.3	Update the Subdivision Ordinance to require that residential developers complete traffic impact analysis for new subdivisions to ensure that the road network can accommodate the additional traffic volumes resulting from the proposed development.
Objective	T3.4	Consider a site plan review process to allow greater input for intergovernmental partners.

Type	Reference	Content
Goal	T4	Keep residents informed of pending transportation improvements.
Objective	T4.1	Provide information about road improvements at public meetings <i>when applicable</i> .
Objective	T4.2	Provide information about transportation improvements on the Village website, via newsletters, and other media sources as needed.

Type	Reference	Content
Goal	T5	Develop the transportation network in accordance with adopted land use plans, economic considerations, physical constraints, and community desires to meet local travel needs.
Objective	T5.1	Maintain the Official Map in order to plan for roadway extensions and improvements over time.
Objective	T5.2	Review the Transportation System Plan Map provided in chapter 5 at least every five (5) years to ensure that it accurately reflects changes.

Type	Reference	Content
Goal	T6	Partner with the County, ECWRPC, WisDOT and the WDNR to plan and coordinate transportation improvements.
Objective	T6.1	Communicate and coordinate transportation improvements and plans with WisDOT, WDNR, ECWRPC and the Winnebago County Highway Department.
Objective	T6.2	Provide copies of this plan and subsequent updates to WisDOT, ECWRPC, and Winnebago County.
Objective	T6.3	Encourage WisDOT, WDNR, Winnebago County, and ECWRPC to directly notify residents and businesses of anticipated transportation projects, as well as provide regular work schedule updates.

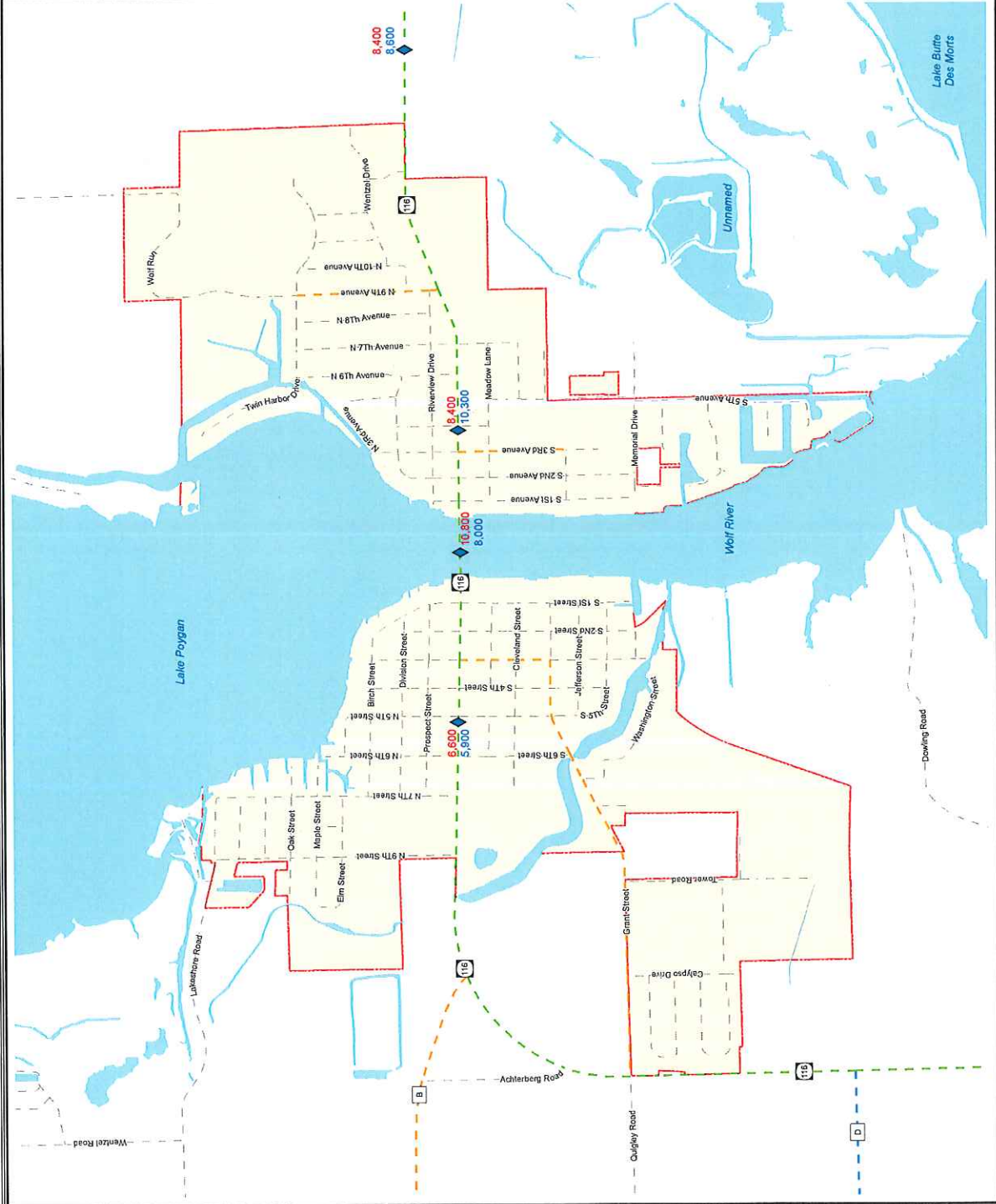
Type	Reference	Content
Goal	T7	Develop and implement a Complete Streets policy and design standards.
Objective	T7.1	Develop Complete Streets policy based on best practices for size and scale of the community.

Objective	T7.2	<i>Develop Complete Streets design standards based on best practices for size and scale of the community.</i>
-----------	------	---

Policies

Type	Reference	Content
Policy	1	Provide a broad range of transportation choices, including quality roads, highways, sidewalks and trails to meet the diverse needs of residents.
Policy	2	Require sidewalks and/or bicycle paths be installed with all new development.
Policy	3	Support private transportation providers that serve the elderly.
Policy	4	Provide a transportation network that will strengthen access between interdependent land uses such as commercial, industrial, residential, and recreational.
Policy	5	Improve connections between developments by encouraging grid-like street patterns as opposed to multiple cul-de-sacs and dead end roads.
Policy	6	Consider roundabouts as an alternative to stop lights.
Policy	7	Discourage the development of roadways in environmentally sensitive areas such as wetlands, floodplains, prime agricultural lands, scientific areas, and on soils with severe engineering limitations.
Policy	8	Communicate and coordinate transportation improvements and plans with WisDOT and the Winnebago County Highway Department at any opportunity presented.
Policy	9	Continue to support the efforts of law enforcement officials to achieve heightened enforcement for required stops and speed limits.

Map 4-1
Village of Winneconne
Transportation Facilities



Source:
Traffic Count Data provided by WI DOT 2017
Bicycle & Pedestrian Facilities provided by ECWRPC 2017
Base data provided by Winnebago County 2018

This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims all liability regarding fitness of the information for any use other than for East Central Wisconsin Regional Planning Commission.

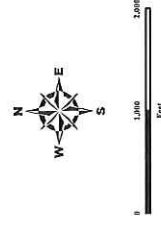
PREPARED MARCH 2017 BY:



Map 4-3 Village of Winneconne 2017 PASER Ratings

- Fail to Fair (1-4)
- Fair to Good (5-7)
- Very Good to Excellent (8-10)
- Not Rated
- Village of Winneconne

Source:
PASER data provided by Wisconsin DOT 2017;
Base data provided by Winnebago County 2018.

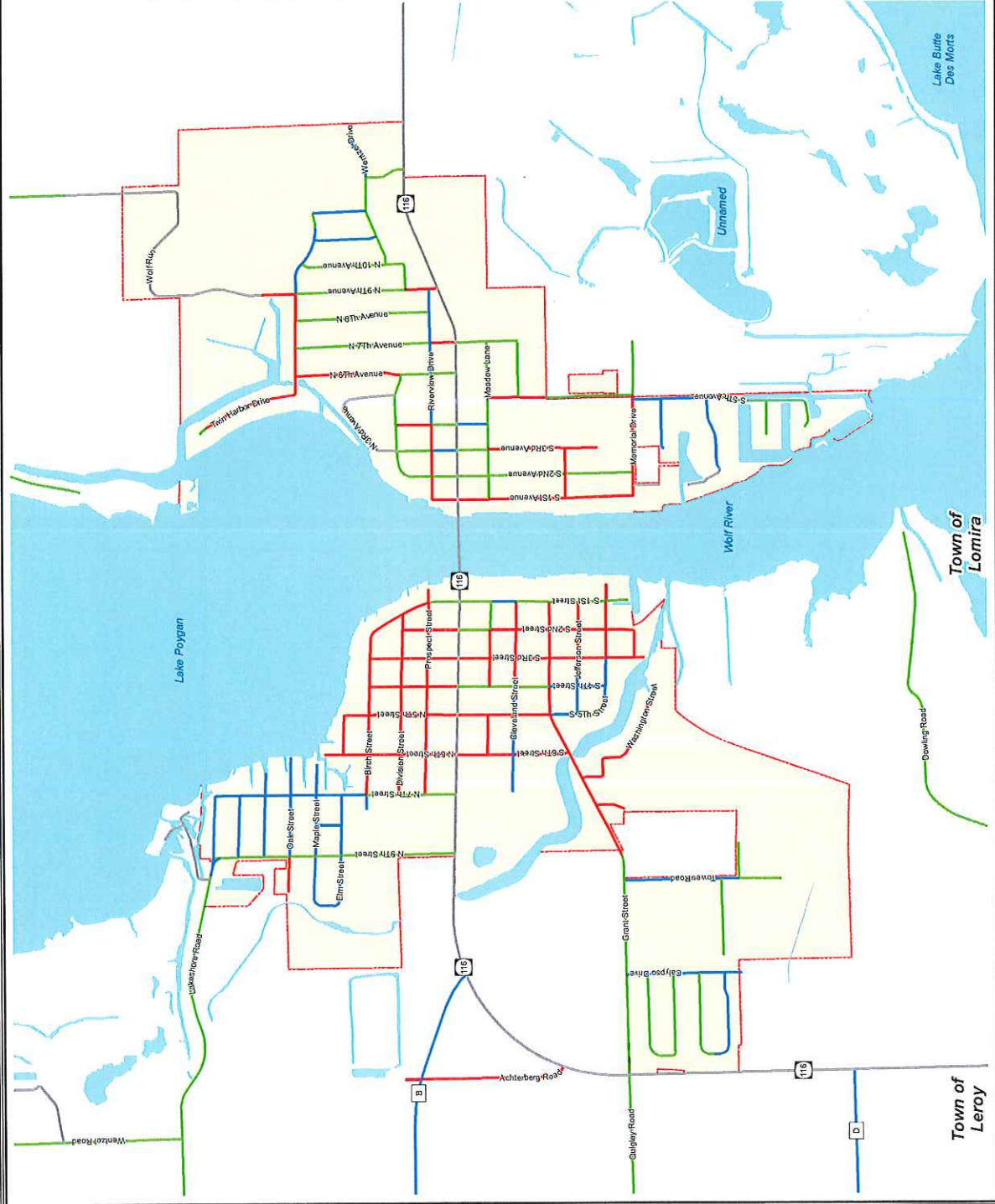


This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims all liability for any use of the information other than for East Central Wisconsin Regional Planning Commission business.

PREPARED SEPTEMBER 2018 BY:



\\s010201\winneconne\Comp_Pasrer\MapWinneconne_Pasrer.mxd





East Central Wisconsin
Regional Planning Commission
ECWRPC

CHAPTER 8: INTERGOVERNMENTAL COOPERATION



INTRODUCTION

The relationship a municipality has with school districts, neighboring communities, the county, the Regional Planning Commission, the state, and the federal government can impact residents in terms of taxation, planning, service provision, and siting of public facilities. An examination of these relationships and the identification of existing or potential conflicts can help a municipality address these situations in a productive manner.

INTERGOVERNMENTAL COOPERATION VISION

By 2025, intergovernmental cooperation efforts have enabled the Village of Winneconne to establish partnerships with the Town of Winneconne, state agencies, Winnebago County, and the School District to provide coordinated, cost-effective services. Additional properties have been annexed into the Village to supply land for new residential, commercial, and industrial development. This land enjoys access to Village utilities including stormwater, wastewater treatment, and high quality drinking water.

KEY SUMMARY POINTS

The following list summarizes key issues and opportunities identified in the element. The reader is encouraged to review the "Inventory and Analysis" portion of the element for more detail.

Governmental Units and Relationships to the Village

- (a) The Village shares its border with the Town of Winneconne.
- (b) The Village is served by the Winneconne Community School District.
- (c) The Village is served by the Fox Valley Technical College.
- (d) The Winnebago County Health Department provides public health services for the Village.
- (e) Library service to Village residents is provided through the Winneconne Public Library.
- (f) The Library receives the majority of its revenue from local municipalities and the county.
- (g) The Village works with county departments as needed in a number of areas.
- (h) East Central Wisconsin Regional Planning Commission (ECWRPC) provides planning and technical assistance to counties, communities, businesses, interest groups and individuals within its region.
- (i) The WDNR works with the Village in the planning and development of waterfront areas.

INVENTORY AND ANALYSIS

Governmental Units and Relationships to the Village

Adjacent Communities

The Village shares its borders with the Town of Winneconne. As a result, the land use planning; road system planning and maintenance; trail planning, construction, and maintenance; other planning issues should be coordinated between municipalities. The Village has certain statutory powers and authorities including the power to annex lands and exercise extraterritorial plat review and zoning in the neighboring towns. The Village utilizes annexation upon request but does not use any extraterritorial reviews. Lastly, the village and town do not have a boundary agreement.

Community Facilities

The Village works with a variety of partner to provide and maintain services for residents. Table 8-1 provides an inventory of these agreements. These agreements and services allow for cost savings and efficiencies for the village.

Table 8-1: Community Facilities Services and Agreements

Service/Agreement	Partner(s)
Fire protection and emergency aid	Winneconne-Poygan Fire District
Library services	Winneconne Public Library (village operated). Part of Manitowoc-Winnebago Library System
Police - Mutual Aid Agreement	City of Omro and Winnebago County Sheriff's Department
Public Health Services. The health department provides a number of programs and services to promote health and prevent illness and injury. It also maintains a Community Health Improvement Plan (CHIP) that provides an assessment of health in the county along with goals for improving health.	Winnebago County Health Department
School - K-12	Winneconne School District
School - Technical College	Fox Valley Technical College (FVTC)

Source: ECWRPC and Village of Winneconne, 2018

Utility Infrastructure

Communication and coordination between the Village and providers of utility infrastructure (electric, natural gas, telecommunication, etc.), WisDOT and the Winnebago County Highway Department ensures that road construction and utility upgrades will run smoothly and that all work is done before restoration is completed. This lessens the chance that new road surfaces and restored terraces will need to be excavated shortly after construction is complete. Likewise, local governments, school districts and businesses working together on technological upgrades, ensure that these upgrades are made in concert without duplication of efforts so that a common goal can be achieved.

Winnebago County

The Village is located in Winnebago County. ***The Village works with county departments as needed in a number of areas.*** Village residents have access to county departments and services including senior citizen and other social services, recreational resources, property information, birth and death certificates, and others. The Village and the county continue to maintain open communications with one another that work to foster good working relationships and mutual respect.

Regional

East Central Wisconsin Regional Planning Commission. Winnebago County, and thus the Village, is a member of the East Central Wisconsin Regional Planning Commission (ECWRPC). ***ECWRPC provides planning and technical assistance to counties, communities, businesses, interest groups and individuals within its region.*** These services include environmental management, housing, demographics, economic development, transportation (including Metropolitan Planning Organization (MPO) work), community facilities (including Sewer Service Area (SSA) planning responsibilities), land use, contract planning, and others.

ECWRPC has worked with the Village on several projects over the years including transportation and sewer service area work and the current comprehensive plan update.

State

Wisconsin Department of Natural Resources (WDNR). The WDNR is responsible for the regulation, protection, and sustained management of natural resources within the state. The WDNR operates various programs in water and air quality management, habitat preservation, recreational trail development, and other programs. ***The WDNR works with the Village in the planning and development of waterfront areas.***

Wisconsin Department of Transportation (WisDOT). WisDOT deals with issues related to all transportation uses in the planning area.

POLICIES AND PROGRAMS

Policies and programs related to the Intergovernmental Cooperation element are found in Appendix D.

GOALS, OBJECTIVES AND POLICIES

The following goals, objectives and policies represent the actions needed to obtain the community's vision. Goals are high level statements. Objectives are specific activities to accomplish goals. Objectives should be clear, measurable and concise. Policies represent principles for the community.

Goals and Objectives

Type	Reference	Content
Goal	IGC1	The Village of Winneconne will maintain and seek additional opportunities to improve communication with neighboring communities, the school district, the WDNR, WisDOT, and other intergovernmental partners.
Objective	IGC1.1	The Village will consider an Intergovernmental Communication Program that opens lines of communication to encourage coordinated planning efforts, particularly at shared boundaries. This program will include the following elements: a. Periodically, the Village of Winneconne will host an intergovernmental workshop with the governments and agencies identified in this chapter to discuss concerns, plans, exchange ideas, report implementation achievements, and appoint action teams to work on issues over the next two years. b. When necessary, the Village Board will meet with the planning staff and leaders of adjacent municipalities to discuss development plans, patterns, improvements and boundary agreement opportunities.

Objective	IGC1.2	Continue to actively participate in the comprehensive planning activities of neighboring communities, Winnebago County and ECWRPC.
Objective	IGC1.3	Participate in the planning activities of the school district, particularly with respect to expansion and building of new facilities.
Objective	IGC1.4	Consider ways to restructure the Winneconne development review process to include a monthly intergovernmental review meeting as needed for all proposed commercial, industrial and residential developments. The purpose of such a monthly review meeting is to allow the school district, WisDOT, Winnebago County, ECWRPC and other intergovernmental partners to participate early enough in the process to have meaningful input. This will ensure that everyone is aware of development requests and concerns can be expressed before the Village approves a development. Copies of development proposals would be forwarded in advance of the meeting to allow for adequate review time. This additional procedure may create a slight delay in development approvals, but it will result in better site designs, offer a one-stop approach to managing development, and improve intergovernmental communication.

Type	Reference	Content
Goal	IGC2	Resolve annexation and boundary disputes in a mutually beneficial manner.
Objective	IGC2.1	Pursue the development of a boundary agreement with the Town of Winneconne to establish expansion areas for a minimum of 10 years.
Objective	IGC2.2	Consider opportunities for shared service agreements between the Town of Winneconne and the Village to potentially extend sewer and water service to portions of the Town.

Type	Reference	Content
Goal	IGC3	Seek new ways to coordinate and share community facilities and services with neighboring communities, the school district, and Winnebago County.
Objective	IGC3.1	Consider opportunities when signing contracts with private companies to coordinate with neighboring communities and the school district that need similar services (i.e. plowing, resurfacing, etc.) and then negotiate with the private company for a reduced cost based on the larger project volume.
Objective	IGC3.2	Coordinate with surrounding communities, to consider snowplowing schedules that efficiently meet the needs of area residents. This may involve using Village equipment to plow portions of town streets (and vice versa) to maximize efficiencies and minimize costs.

Objective	IGC3.3	Using the Transportation Network Map and Transportation Plan Map provided in this Plan and the plans of neighboring communities, develop and adopt a coordinated traffic circulation and access plan along all of the Village of Winneconne's boundary road corridors.
Objective	IGC3.4	Encourage the school district to collaborate in ways that will allow them to provide additional services to Village residents (i.e. expanded library hours, youth summer reading programs, opportunities for community use of classrooms as meeting spaces for seniors and community classes).
Objective	IGC3.5	The Village, school district and other public and private entities should explore joint use agreements concerning the use of recreational facilities in order that the advantages of such an agreement can result in avoidance of facility duplication and a greater diversity of recreational opportunities.

Policies

Type	Reference	Content
Policy	1	The Village of Winneconne will seek to cooperate with all neighboring municipalities, Winnebago County, ECWRPC, state agencies, and school district for mutual benefit.

STAFF REPORT

To: **Winneconne Plan Commission**
From: **Tom Baron, ECWRPC**
Date: **9/20/18**

Subject: **Element reviews**
Project: **Winneconne Comprehensive Plan Update**
Attachments:

- Introduction draft element
 - Transportation draft element
 - Intergovernmental Cooperation draft element
-

BACKGROUND

This staff report provides guidance for Plan Commission members in their review of comprehensive plan elements. The intent of the review is to correct errors and discuss comprehensive plan activities. A couple of notes regarding the draft elements:

- The update document has been converted to an 8 ½ x 11 portrait layout at the request of the community.
- The inventory, analysis and maps have been completely updated and will not resemble the existing plan. Additionally, we are not reviewing documents in the exact order of the original plan.
- Goals, objectives and policies have been transferred as is to the updated plan. Village staff has reviewed these and items that are ~~stricken~~ indicate a recommended removal. Items that are in *italics* represent proposed new language.

#	Recommended actions
1	Review attached draft documents. Utilize the matrix included in this document to capture your comments.
2	Forward comments/edits to tbaron@ecwrpc.org or bring them to a project meeting.
3	Prepare for general discussion at Plan Commission meeting. We will limit discussion to content related items.

THOUGHTS FOR THE REVIEW PROCESS

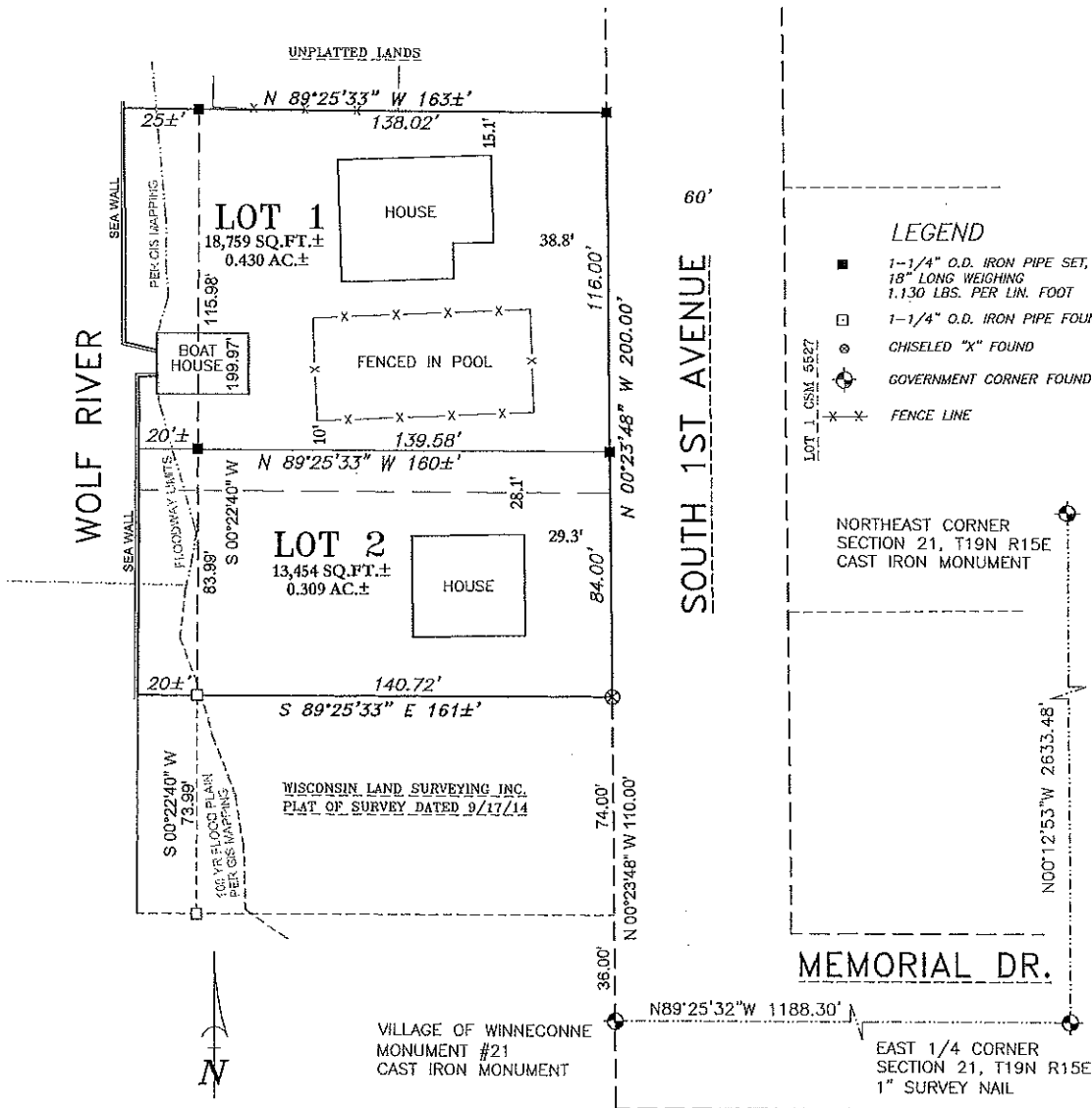
1. Do the materials reflect meeting discussions?
2. Is there missing materials?
3. Would you support adopting the updated plan as written?
4. How will you use the updated Comprehensive Plan?

Element	Page	Comment	Recommendation

CERTIFIED SURVEY MAP NO. _____

PART OF GOVERNMENT LOT 2 IN SECTION 21,
TOWNSHIP 19 NORTH, RANGE 15 EAST, TOWN OF
WINNECONNE, WINNEBAGO COUNTY, WISCONSIN.

SURVEY FOR:
MCDONALD MARTIAL TRUST
P.O. BOX 458
WINNECONNE, WI 54986
ATTN: HEATHER SLEEMAN



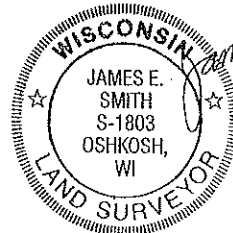
Scale 1 inch = 50 feet
0 25 50 100
BEARINGS ARE REFERENCED TO THE WINNEBAGO
COUNTY COORDINATE SYSTEM OF 1983(1997)
IN WHICH THE EAST LINE OF GOVERNMENT
LOTS 1 & 2 OF SECTION 21, BEARS N00°12'53"W

NOTE:
ANY LAND BELOW THE ORDINARY HIGH WATER MARK OF A LAKE
OR A NAVIGABLE STREAM IS SUBJECT TO THE PUBLIC TRUST IN
NAVIGABLE WATERS THAT IS ESTABLISHED UNDER ARTICLE IX,
SECTION 1, OF THE STATE CONSTITUTION.

Martenson & Eisele, Inc.

101 West Main Street
Omro, WI 54963
www.martenson-eisele.com
P 920.685.6240 F 920.685.6340

Planning
Environmental
Surveying
Engineering
Architecture



PROJECT NO. 0-2304-001

FILE 2304001CSM SHEET 1 OF 3

This instrument was drafted by: DSL

Certified Survey Map No. _____

PART OF GOVERNMENT LOT 2 IN SECTION 21, TOWNSHIP 19 NORTH, RANGE 15
EAST, VILLAGE OF WINNECONNE, WINNEBAGO COUNTY, WISCONSIN.

SURVEYOR'S CERTIFICATE:

I, James E. Smith, Professional Land Surveyor, do hereby certify:

That I have surveyed, divided and mapped, at the direction of the McDonald Martial Trust, part of Government Lot 2 in Section 21, Township 19 North, Range 15 East, Village of Winneconne, Winnebago County, Wisconsin, described as follows:

Commencing at the East 1/4 corner of said Section 21; thence North 89 degrees 25 minutes 32 seconds West 1188.30 feet, along the South line of Government Lot 2; thence North 00 degrees 23 minutes 48 seconds West 110.00 feet, along the West right-of-way line of South 1st Avenue, to the point of beginning; thence North 00 degrees 23 minutes 48 seconds West 200.00 feet, along the said West right-of-way line; thence North 89 degrees 25 minutes 33 seconds West 138.02 feet, to a meander point being South 89 degrees 25 minutes 33 seconds East 25 feet more or less from the shoreline of the Wolf River; thence South 00 degrees 22 minutes 40 seconds West 199.97 feet, along a meander line to a meander corner being South 89 degrees 25 minutes 33 seconds East 20 feet more or less from the shoreline of the Wolf River; thence South 89 degrees 25 minutes 33 seconds East 140.72 feet, to the point of beginning, including all lands between the meander line and the shoreline of the Wolf River.

That I have fully complied with Chapter 236.34 of the Wisconsin Statutes in surveying, dividing, and mapping the same and with the Village of Winneconne Subdivision Ordinances.

This map is a correct representation of all of the exterior boundaries of land surveyed and the division thereof.

Given under my hand this 20 day of Aug, 2018.

James E. Smith
James E. Smith, WI. Land Surveyor, S-1803



Village Board Approval:

Approved by the Village of Winneconne, Winnebago County, Wisconsin,

this _____ day of _____, 20____.

Village President

Certified Survey Map No. _____

PART OF GOVERNMENT LOT 2 IN SECTION 21, TOWNSHIP 19 NORTH, RANGE 15
EAST, VILLAGE OF WINNECONNE, WINNEBAGO COUNTY, WISCONSIN.

OWNERS CERTIFICATE:

As owners, we the undersigned, hereby certify that we caused the land above described to be surveyed,
divided and mapped all as shown and represented on this map.

Michael R. Nigl _____ Date _____ Kari L. Nigl _____ Date _____

State of Wisconsin)
)SS
Winnebago County)

Personally came before me on the _____ day of _____, 20____, the above owners to me known
to be the persons who executed the foregoing instrument and acknowledge the same.

My Commission Expires _____

OWNERS CERTIFICATE:

As owners, we the undersigned, hereby certify that we caused the land above described to be surveyed,
divided and mapped all as shown and represented on this map.

McDonald Marital Trust _____ Date _____
Heather M. Sleeman, Trustee

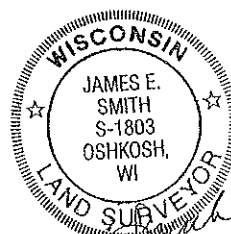
State of Wisconsin)
)SS
Winnebago County)

Personally came before me on the _____ day of _____, 20____, the above owners to me known
to be the persons who executed the foregoing instrument and acknowledge the same.

My Commission Expires _____

This CSM is contained wholly within the property described in the following recorded instruments:

Owner(s) of record	Document(s)	Parcel Number(s)
Michael R. Nigl	1749176	1910031
Kari L. Nigl		
McDonald Marital Trust	1539838	1910030



James E. Smith
Aug 20, 2012

Second CSM will be
sent via email prior to meeting.